



STAFF MEMORANDUM

Date: May 16, 2016
From: Erick Aune, MPO Transportation Planner
To: Councilor Joseph M. Maestas and Members of the Bicycle Trails Advisory Committee
Re: **Suggested Projects, Programs and Policies for 2016 -2017 and beyond**

The 2012 Metropolitan Bicycle Master Plan (BMP) may be easily mined for great ideas for projects programs and policies. Here are some suggestions that include implementation of the BMP and additional thoughts. The BTAC may consider holding a focused facilitated workshop intended to develop a strategic implementation plan for the next several years.

Projects

PILOT PROJECTS: Consider how BTAC may support the City with additional pilot project surrounding innovative and progress infrastructure improvements.

- Advance and support the green lane markings pilot project so it may continue and expand
- Identify and support additional bike corral projects
- Identify local intersection for consideration of A "Protected Intersection for Bicyclists."
(More information may be found at peopleforbikes.org)
- Identify roadway corridors that may support a "protected" or "buffered" bicycle lanes (Separated bike lanes are gaining popularity in communities across the country. Also known as "cycle tracks" or "protected bike lanes," a separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.)
- Become an active supporter of a potential bike share program for the metro area.

"U" BIKE RACK INSTALLATIONS: Build on the 2015 downtown bicycle rack inventory and work with the City of Santa Fe Parks and Recs department to seek funding for the systematic installation of public bicycle racks. A City initiative existed some years ago that placed several loop racks in the following areas: Plaza, City Hall, DeVargas Park, Corner of Alameda and Don Gaspar. The inverted "U" rack design conforms to guidance from the Association of Pedestrian and Bicycle Professionals, APBP and AASHTO. Recommendation 1.9: Improve and expand bicycle Parking (Page 56 BMP).

SUPPORT ANY RE-MIKE EFFORTS: Consider taking an active role supporting the re-design of St. Michaels to include state-of-the-art bicycle infrastructure, wayfinding, crossings etc.

SUPPORT GUADALUPE ROAD-DIET: Consider supporting design elements of the proposed Guadalupe Road-Diet to be implemented by the City from Alameda to Paseo De Peralta that encourages safe bicycle passage, access, parking and maneuverability.



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HICKOX STREET RE-VISIONED: Hickox Street serves multiple roles for the community. It is a residential feeder, small business “main street” environment, access to St. Anne Parish activities and has tremendous history and character. It is a direct line access for many to the Farmer’s Market, Railyard and downtown, a relief route for Agua Fria, parallels the Acequia Trail to the south and the river trail to the north. Opportunities to partner with the neighborhood, businesses, City Land Use/Long Range Planning exist to consider innovative bicycle, pedestrian and vehicular design that would encourage all ages and use of modes to comfortably and safely traverse the corridor. Hickox Street or other local street may be identified to become a model for innovative on-street bicycle street infrastructure.

Programs

WAYFINDING: Continue to advance the wayfinding program calling out key areas through signage, pavement markings, maps, and other means. Recommendation 1.7: Providing bicyclists with useful guidance through Bike Route Signage and other wayfinding assistance on trails and roads. (Pg 53.BMP)

ANNUAL OR SEMI-ANNUAL BTAC BIKEWAYS RIDE. Select a time when BTAC members develop and market a group ride similar to the Community Rides put on by Tim Rogers. Combine event with educational components and a small celebration for participants. Encourage partners to be part of the event. Examples may include fellow governmental agencies, businesses, SFCC, Green Chamber etc.

BIKE CORRALS: Formalize bike corral instalments by developing local guidelines, standards and a regulatory process. Encourage the use of bike corrals where businesses and streetscapes can maximize the use.

BIKE SHARE: Support bike share pilot project and work with Rio Metro Regional Transit District to formalize bike share as a regional program. Continue to seek out options for bike share that strive to maximize equity issues. Consider supporting a \$100 K Transportation Alternatives funding request. Local match = \$14,560.

2017 NEW MEXICO BIKE SUMMIT: To be held in Rio Rancho from Oct 19 – 21. A multi-day Bike Summit will enable all stakeholders an opportunity to visit, exchange ideas, discusses plans, share successes, and evaluate results. Consider having BTAC play an active role supporting the 2017 event and extend a request to host the event in 2018. Contact: Tracy Lee Chapman 2007 NM Bike Summit Coordinator (tracy.nmbikesummit@gmail.com)

Bike-To-Work Week 2017: May 15th – 19th: Consider having BTAC select a specific event or program to staff and implement during the week.



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SANTA FE BICYCE FACILITIES AND USER PROFILE: The purpose of the facility and user profile would be to document on-street bicycle lanes, multi-use paths, roadway crossings and intersection improvements within the metro area. The report would highlight data on cycle volumes, usage demographics, routes, on-street versus off-street percentages. The profile would be a significant step toward both implementing an updating the 2012 Bicycle Master Plan. Opportunities for a plan of this nature would be to building in an interactive mapping element, derive detailed baseline data and identify additional strategic infrastructure improvements that maximize access, flow and ridership. Estimated cost: \$50,000.00. Recommendation 1.12: Gather Data to Support and Guide Bicycle Planning, (Page 60 BMP)

BICYCLE STORIES SANTA FE: Many avid bicycle riders have compelling stories to tell about their experiences bicycling in Santa Fe over the years. One of the Bike-To-Work Santa Fe members has been commuting via bicycle in Santa Fe for almost 40 years. A possible partner may be the Chain Breaker Collective and its members. Video vignettes may be uploaded to local web sites and used as a marketing tool for advancing bicycling and critical issues in the metro area. Examples may be found at <http://www.peopleforbikes.org/stories>

REGIONAL OUTREACH: From Downtown Albuquerque, to Rio Rancho and from Los Alamos to the Town of Taos communities are striving to advance bicycle infrastructure, the bicycling culture and work with the NMDOT to advance support, funding and design initiatives. BTAC may consider a programmatic or policy approach that seeks out to reach out and collaborate and combine efforts when considering any elements related to bicycling. Examples include "Complete Streets" policies, road-diet designs, on-street bicycle facilities, community rides...

KIDICAL MASS: "Kids are Traffic Too" Consider organizing a safe and fun "on-street" bicycle ride with local youth. The MPO mapped out a "Kidical Mass Route" that involves Ragle Park and local streets. More info may be found at: <http://www.kidicalmass.org/>

Policies

["Getting the Wheels Rolling Toolkit"](#) is an excellent resource detailing how a strategic and comprehensive approach to local policies can advance safety, ridership and continue to build a culture of bicycling. It is recommended that a simple inventory of existing policies the City has considered or initiated in the recent past be reconciled with potential new policy initiatives. Suggestions include:

- Bike Corral Request and Installation Policy
- Bike parking installation policy
- "Right Hook Turn" Policy – Protecting bicyclists and peds from overly ambitious right turning drivers.
- Bicycle Training Infused with Driver Safety Courses
- Continue to support "Stop as Yield" policy
- Matching Bicycle/Transit Subsidy – As a city employee I enjoy subsidized transit rides on the Santa Fe Trails systems. Consider an equivalent subsidy for those who commute via bicycle on a regular basis.



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BOLD VISION

In an era where simple bicycle lanes may be considered by some as a bold advancement, there exists exciting, new and innovative projects across the nation. From protected lanes, protected intersections to bicycle highways, and more perhaps BTAC could identify a short, mid or long-term "bold" vision to excite members, challenge the community and bring multiple moving parts (agencies, business, people, departments etc) together. Any vision of merit shall require a healthy dose of universal support. A few examples include:

- **June 4, 2013 – Portland, OR** – The Bicycle Transportation Alliance (BTA) unveiled its new [*Blueprint for World-Class Bicycling*](#), a visionary campaign to make Portland the safest, most accessible, and forward-thinking bicycle network in North America.
- **Bike Master Plan heads to City Council, presents bold vision of strong, healthy streets in every Seattle neighborhood** Posted on [November 27, 2013](#) by [Tom Fucoloro](#)
- [*The Active Transport Alliance*](#) is part of a coalition of 15 regional organizations that released a civic platform for the reconstruction of North Lake Shore Drive, calling for a bold vision to better meet the needs of everyone who uses the lakefront.
- [We believe in a bolder vision.](#) Bike Pittsburgh is Gearing Up for Great Streets! We believe in a bolder vision of what our streets can be. Do you? We're excited to be bringing you the stories of people whose lives have been impacted by our work. We hope their stories make you smile, make you proud to be a part of this movement, and **remind you how vitally important it is to design safe streets for people to bike and walk.**
- [CDOT Unveils Bold Vision](#) for Milwaukee Bike Lanes; Drivers Grouse
- [LADOT's Bold New Strategic Vision](#): Eliminate L.A. Traffic Deaths By 2025
- [Ontario's new Cycling Strategy](#): bold vision applauded; bold action still required
- [Bold bike vision for Wollongong's future](#)
- [Victoria rolls out grand vision for bicycle routes Council hopes \\$7.75-million plan will make capital "the best small cycling city in the world"](#)